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SCH. GRAMPUS BOUND HOME.

Will Probably Be Replaced
by Steel Steamer.

LATE BAY OF ISLANDS NEWS.

Sch. Golden-Rod Bound Home with Frozen Herring.

The herring situation appears unchanged, and late reports do not tell of any great body of herring at Bay of Islands. There was a slight frost one night and one vessel froze a small lot.

Schs. Jennie B. Hodgdon and Carrie W. Babson are now due any day, and sch. Senator Gardner and Edna Wallace Hopper are also supposed to be on the way. Sch. Golden-Rod is also bound home with a full frozen cargo.

Schs. Tattler and Henry M. Stanley are now lying in the harbor ready to sail, the first chance on their second trips of the season.

The U. S. Fish Commission schooner Grampus, which has been at Bay of Islands since September, is bound home, and it is fairly well known that the government is to send a steel steamer of some sort, probably a cutter, to take her place for the rest of the season. As winter will now set in in earnest very soon, a steel steam craft will be of great assistance to our vessels in breaking them out, should they get frozen in the Arms, keeping a channel clear and helping them to escape and start for home before the ice comes down. The sending of this kind of a craft is only another indication of the interest which our government is displaying in the interest of the American herring fleet this season.

The Western Star says that a week ago Thursday the new telegraph line to Lark Harbor, Bay of Islands, was opened. This is quite a convenience to masters and owners of Gloucester vessels.

Sch. Corsair, on the way home from Bay of Islands, arrived at Liverpool on Friday.

Sch. M. B. Stetson, Capt. Dorr, of Bucksport, Me., shipped 16 men and purchased two boats three miles off Weebald on Wednesday, and is now fishing in Middle Arm.—Western Star.

Schs. Tattler and Henry M. Stanley sailed from here this morning for Bay of Islands for their second cargoes of herring this season.

PRAISES U. S. OFFICIALS.

Newfoundland Paper Gives Great Credit to Officers of the Grampus.

The same issue of the Western Star also has the following complimentary notice, which certainly speaks well for Mr. A. B. Alexander and Capt. Hanson:

"The American cutter Grampus of the United States fishery service, leaves here this week for Boston. The Grampus has been in Newfoundland waters since July, and has been in Bay of Islands since September 20. She was sent over here on a scientific cruise by the bureau of fisheries at Washington, and whilst in our waters she came to Bay of Islands to give Commissioner Alexander an opportunity to enquire into the modes of prosecuting our herring fishery. She would have been gone home long ere this but that friction over the herring question was apprehended.

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"We have made the assertion, and hereby repeat it, that but for the wise counsel given by Mr. Alexander and Capt. Hanson, a serious conflict might have been precipitated. Through his diplomatic action Mr. Alexander has gained encomiums from all parties, and has been highly complimented by the government he represents. As regards Capt. Hanson, a more jovial and friendly gentleman it would be difficult to meet. Although a born Scandinavian, and a Viking in the broadest sense of the term, he is a naturalized American, and has been in the United States fishery service for the 21 years. By his practical knowledge of fishery matters, and his kindly disposition with all classes he has been of inestimable service to the Fishery Bureau, and during his stay in Bay of Islands he has been a general favorite of the American fishing captains in this port.

"We trust that if the Grampus is sent on a similar mission next year that the same gentlemanly commissioner and courteous captain and officers will occupy the same positions as they do today. We learn that Mr. Alexander and Mr. Murphy will remain here for a few more days, and that the steamer Seminole will be here shortly to assist in towing American vessels in or out the bay, and keeping a channel clear should ice form in the arms."

SEASON A POOR ONE.

No Improvement in Herring Fishery at Bay of Islands.

The Bay of Islands, N. F., Western Star of December 6 says:

"There is no improvement in this fishery since last report. Very little has been done around Woods Island or at North Arm. In Penguin and Goose Arm there was fairly good fishing on Friday and Saturday and also on Monday; but there are so many nets in that vicinity that it is surprising how the fish get into the Arms at all. The fishery this season will be a very poor one,—not through the restrictions of the Foreign Fishing Vessels' Act, but owing to the fish not coming in the bay. The Americans have amply demonstrated the fact that if herring were as plentiful here as at other years they would now have thirty cargoes in the market.

"Sch. Corsair sailed last week with 1500 barrels. Sch. Jennie B. Hodgdon finished loading Saturday, and sch. Carrie W. Babson was ready to sail on Monday. Sch. Edna W. Hopper will finish today. Sch. Golden Rod, with 1200 barrels frozen and 100 barrels salted, sails today. Schs. Senator Gardner, Atlanta and several others, have between 500 and 600 barrels each. The Lunenburg schs. Tasmania and Defender are loaded and ready to sail. The Loyal sailed for Halifax on Saturday with almost a full cargo.

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Olga, Cape Shore, 40,000 lbs. fresh fish.
Sch. Metamora, Cape Shore, 25,000 lbs. fresh fish.

Sch. Senator, Cape Shore, 40,000 lbs. fresh fish.

Sch. Thomas S. Gorton, South Channel, 30,000 lbs. fresh fish.

Sch. Speculator, South Channel, 20,000 lbs. fresh fish.

Sch. Dictator, South Channel, 20,000 lbs. fresh fish.

Today's Fish Market.

These prices are based on the last known sales.

Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.

Salt trawl Georges codfish, \$5 for large, \$4.00 for medium.

Salt hake, \$1.75

Salt haddock, \$1.75.

Salt cusk, \$2.50.

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Fresh large codfish, \$2.50, medium do., \$1.75.

Fresh haddock, \$1.20.

Fresh hake, \$1.10.

Fresh cusk, \$1.75.

Large salt mackerel, \$24 per bbl.

Salt tinker mackerel, \$10.25 per bbl.

Large fresh mackerel, 25 cts. each.

Filleted halibut, 6 cts. per lb.

Fresh salt herring, \$2.50 to \$3 per bbl.

Salt trawl bank codfish, \$4.50 for large, \$4.00 for medium, \$2.75 for snappers.

Fresh halibut, 12 cts. per lb. for white and 8 cts. for gray.

Fresh pollock, 75 cts. per cwt.

Newfoundland salt herring, in bulk, \$4.50 per bbl.

Newfoundland salt herring, barreled, \$5.75 per bbl.

Boston.

Sch. Diana, 35,000 haddock, 15,000 cod, 7000 hake, 10,000 cusk.

Sch. Catherine and Ellen, 22,000 haddock 8000 cod, 20,000 hake.

Sch. Massasoit, 500 haddock, 5500 cod.

Sch. Elsie F. Rowe, 20,000 pollock.

Sch. Tecumseh, 700 haddock, 13,000 cod.

Sch. Manhasset, 20,000 haddock, 6000 cod, 4000 hake.

Sch. Mary A. Whalen, 18,000 haddock, 12,000 cod, 10,000 hake.

Sch. Quonnapowitt, 10,000 haddock, 3000 cod, 3000 hake.

Sch. Vera, 18,000 haddock, 2000 cod, 5000 hake.

Sch. Moonam, 16,000 haddock, 6000 cod, 10,000 hake.

Haddock \$2 to \$4, large cod \$4 to \$4.75, market cod \$2.50, hake \$2 to \$3, cusk \$2, pollock \$1.50 offered.

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WESTERN HALIBUT MUDDLE.

Charges Directed Against One of Big Shipping and Fishing Companies.

The New York Fishing Gazette says that charges were made before the fisheries commission at Vancouver, B. C., recently directed especially against the New England Fish Co., in particular and generally against all American companies fishing halibut and using illegally, it is alleged, Canadian harbors as their headquarters.

C. F. Battison, fisherman, presented a lengthy memorial, alleging that the New England Co., operating halibut steamers from Vancouver, was an American concern, that all the fishermen were Americans, and that the company made enormous profits to the depletion of Canadian fishing grounds. The memorial urged the imposition of an export duty on all fish transhipped through Canada in bond. It was a mistake, said Mr. Battison, to think that these American fishing steamers sought Canadian harbors for water and shelter as defined in the treaty of 1818, for the New England Fish Co. actually carried on its operations in Canadian waters.

Greer Starratt, manager of the New England Fish Co., being called, did not deny that the vessels of the company went into Canadian waters unnecessarily. The privilege had been objected to. Only one American was employed on the company's boats. The skipper is Americans. Ninety per cent. of the catch went to Boston and New York. If Hecate Strait was territorial water, he admitted his firm had no right there. Seattle rival used Canadian waters also. He contended that most of the catch was taken on the high seas.

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BANK FLEET'S GOOD RECORD.

Figures Show Newfoundland License Not Needed.

AVERAGE TRIPS WERE BETTER.

Less Fares Landed But Catch Practically Equals 1904.

When last April, Sir Robert Bond, Premier of Newfoundland, issued his famous edict which placed his untenable constanction upon the treaty of 1818 and also took away the privilege of buying fishing licenses at Newfoundland by American vessels, which of course prevented them from securing bait at ports not on the treaty coast, the press of that island and Nova Scotia, with some exceptions, said that the withdrawal of this bait privilege meant ruin to the salt bank codfishing fleet of New England.

This opinion was also held by some Boston and New York papers, and they, as did the Newfoundland papers, said that the New England salt bank fleet would follow the down hill step of the French fleet, as the direct result of the decision of Sir Robert Bond that they could no longer buy licenses, which gave them the privilege of baiting at Newfoundland ports outside the treaty coast.

The New England salt bankers fitted and sailed away, however, and after the first trips, one of the leading fishing journals of the country openly admitted that the refusal of Newfoundland to sell licenses to them had not thus far affected the fleet up to that time, but at the same time expressed the opinion that on the second trips, when squid was needed, the full force of the Newfoundland exclusion would be felt and would leave its mark in the shape of an unsuccessful season, when the fleet finished up in the fall.

With the arrival home here on December 2 of sch. Maggie and May, the season of the salt bank fleet came to a close, and the following table tells plainer than a column of words how it resulted. The table gives the comparative figures for 1904 and 1905, showing just what the salt bankers did for both seasons. The figures of course, refer to this port, and thus include, with but few exceptions, all the salt bank fleet of New England.

Salt Bank Fleet Figures for This Port.

| | 1904. | 1905 |
|---------------------------------|------------|------------|
| Vessels engaged..... | 54 | 54 |
| Vessels lost..... | 0 | 2 |
| Trips from outside ports..... | 8 | 4 |
| Whole number of trips.. | 90 | 75 |
| Vessels making one trip..... | 19 | 31 |
| Vessels making two trips..... | 35 | 22 |
| Vessels making three trips..... | 1 | 0 |
| | Lbs. | Lbs. |
| Landed on first trips..... | 7,279,000 | 4,817,000 |
| Landed on second trips..... | 3,985,000 | 3,635,000 |
| Landed on single trips..... | 3,286,000 | 5,550,000 |
| Total amount landed..... | 14,550,000 | 14,002,000 |
| Average pounds per trip..... | 162,000 | 186,693 |

This table is compiled from actual figures kept as a matter of authentic record for the United States Bureau of Fisheries and the Gloucester Board of Trade, and the record of each trip was taken direct from the books of the firm taking in the fare and are therefore correct.

While the table speaks for itself, there are some points which may be emphasized. The number of vessels landing here was the same as last year. The number of trips were 15 less, yet the total amount was only two fair trips behind last year. Note that where it was confidently claimed that it would be on the second trips that the bankers would be affected so badly by not being able to buy bait at Newfoundland, the 22 vessels that made second trips this year landed on those second trips within 350,000 pounds (a little over one full trip) of what 35 vessels landed on their second trips last year, when they had the right to buy all the bait they wanted at Newfoundland.

Notwithstanding the fact that the bankers could not buy licenses to bait at Newfoundland and that this step was boasted as the one which would put the New England bank fleet in the ruined condition of the French fleet, the average catch per vessel was actually 25,000 pounds more than last year, when our bankers could buy bait licenses at Newfoundland.

This table and the deduction that can be made therefrom show positively that the withdrawal by Newfoundland of the privilege formerly granted American vessels to purchase fishing licenses, which included the right to buy bait at any Newfoundland port, has failed utterly in its intended, expected and boasted purpose.

The first vessel of the fleet to sail this season was sch. Maxine Elliott, Capt. Joseph Bonia, which got away January 30, the last to arrive home being sch. Maggie and May, on December 2.

The largest trip of the season was 305,000 pounds, landed by sch. Aloha, Capt. John McAnis, while the most fish for the season was 528,000 pounds, landed in two trips by sch. Elector, Capt. Clayton Morrissey. To this craft again goes the honor of being high line with a stock of \$19,362 and a crew share of \$156.80 to a man.

Only two of the fleet engaged in dory handlining and two others made one trip each codfishing seining in the vicinity of Sable island.

Prices ruled high throughout the season, starting at \$3.62 1-2 per hundred weight for large and \$3.37 1-2 for medium, jumping to \$4.5 and \$4 and then to \$4.75 and \$4.25, equaling last year's high water mark, which was the highest since 1891. The season closed with the price at \$4.50 for large and \$4 for medium.

WESTERN HALIBUT FISHERY.

Alleged Illegal Lighthouses Destroyed by Canadian Cutter.

Commenting on the halibut fishery off Canada on the Pacific, the Fish Trade Gazette, of London, says: During the last five or six years a good deal has been done by Americans (not Canadians) to develop the halibut fishery, and last year about 6000 tons of halibut were forwarded from Vancouver over the Canadian Pacific Railway to Boston for disposal in the Eastern States, the freight charges amounting to 60,000 pounds. Halibut abound in the waters in question, as much as 50 tons, it is said, being sometimes taken by one schooner in a day, and the fish may reach a size of several hundred pounds weight.

Several lighthouses erected on Canadian islands in the vicinity of Hecate Strait, by American halibut fishermen, are reported to have been destroyed by the Canadian government fisheries cruiser Kestrel. American halibut fishermen availed themselves of sheltering bays on Canadian islands, near the fishing grounds, from which to operate. Several months ago the Kestrel destroyed one illegal light.

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.
Sch. Jennie B. Hodgdon, Bay of Islands, N. F., 1280 bbls. salt herring.

Today's Fish Market.

These prices are based on the last known sales.

- Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.
- Salt trawl Georges codfish, \$5 for large, \$4.00 for medium.
- Salt hake, \$1.75
- Salt haddock, \$1.75.
- Salt cusk, \$2.50.
- Fresh large codfish, \$2.50, medium do., \$1.75.
- Fresh haddock, \$1.20.
- Fresh hake, \$1.10.
- Fresh cusk, \$1.75.
- Large salt mackerel, \$24 per bbl.
- Salt tinker mackerel, \$10.25 per bbl.
- Large fresh mackerel, 25 cts. each.
- Flitched halibut, 6 cts. per lb.
- Fresh bait herring, \$2.50 to \$3 per bbl.
- Salt trawl bank codfish, \$4.50 for large, \$4.00 for medium, \$2.75 for snappers.
- Fresh halibut, 12 cts. per lb. for white and 8 cts. for gray.
- Fresh pollock, 75 cts. per cwt.
- Newfoundland salt herring, in bulk, \$4.50 per bbl.
- Newfoundland salt herring, barreled, \$5.75 per bbl.

Boston.

- Sch. Thomas S. Gorton, 15,000 haddock, 4000 cod, 6000 hake.
- Sch. Benj. F. Phillips, 15,000 haddock, 5000 cod, 20,000 haddock.
- Sch. M. Madeleine, 7000 cod, 1000 hake, 2000 pollock.
- Sch. Fame, 30,000 haddock, 15,000 cod.
- Sch. Nokomis, 1000 haddock, 8000 cod.
- Sch. Fitz A. Oakes, 5000 pollock.
- Sch. Slade Gorton, 35,000 haddock, 4000 cod, 3000 hake.
- Sch. Elmer E. Gray, 20,000 haddock, 10,000 cod, 3000 hake, 7000 cusk.
- Sch. Conqueror, 38,000 haddock, 10,000 cod, 3000 hake.
- Sch. Ellen F. Gleason, 4000 haddock, 2000 cod, 3000 hake.
- Sch. Elizabeth Silsbee, 35,000 haddock, 20,000 cod, 5000 hake.
- Sch. Jessie Costa, 13,000 haddock, 9000 cod.
- Sch. George E. Lane, Jr., 10,000 haddock, 15,000 cod.
- Sch. Appomattox, 15,000 pollock.
- Sch. Julietta, 15,000 pollock.
- Haddock, \$3.25 to \$3.50; large cod, \$4.50; market cod, \$2.25; hake, \$2. to \$3; pollock, \$1.50 to \$1.65.

NOT FOR BEAM TRAWLING.

Is the Steamer Now Building for New England Fish Co.

Manager Starrett of the New England Fish Co. branch at Vancouver, B. C., states that as far as he has been informed, the new boat which is being built for that company in Philadelphia is not designed to use the beam trawl. A report to the opposite effect has been published in several coast papers, but probably originated through confusion. The people who are building the Boston boat are also identified with the New England Company, which is constructing the craft in Philadelphia, although the two vessels are to work on opposite sides of the globe. If the Boston boat meets with success the otter trawl may be tried on this coast at a later date, but there is nothing definite about it so far.

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NO UNANIMOUS SENTIMENT.

For Discontinuance of the Modus Vivendi of 1888.

Prominent Provincial Has Strong Article in Sydney Record.

The Sydney, C. B., Record of December 7, has the following regarding the discontinuance of the modus vivendi:

"Expressions of opinion in regard to the matter of continuing or not continuing the modus vivendi of 1888 are not unanimous by any means.

"There are already quite a few who have expressed the opinion that the modus vivendi has been productive of much benefit to our fishermen and others. One gentleman, who is a fairly good authority on matters appertaining to the fisheries, points out that almost at the Record's door benefits are reaped by reason of the fact that American fishermen are permitted to purchase supplies, etc., at Canadian ports. He points out that at North Sydney, which port is frequented during the summer and fall by large numbers of fishing vessels, a large amount of business is done supplying them. What is true of North Sydney is also true of other ports.

"Then there is the question of finding employment for Nova Scotia fishermen. He points out that were the privilege of hiring crews withdrawn from the Americans it would only result in entailing useless and unnecessary hardships on those who desired to ship.

"The Americans would not be prevented from hiring Canadians. Long experience had taught the Gloucester vessel owners that as either master or fisherman Nova Scotian had no superior or indeed no equal. That being so they would bring them to the United States rather than be deprived of them.

"He further adds that it is all nonsense to assume that the enjoyment of that privilege by the Americans prevents Nova Scotians from prosecuting the industry. A little energy and industry together with a little more faith in the strong position that Nova Scotia enjoys as base for a large fishing trade is what is indeed more than the removal of an arrangement that on the whole has worked well."

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BEAMLESS TRAWL TRIAL.

Apparatus Worked Well in Ipswich Bay on Monday.

Capt. Solomon Jacobs and Inventor in Charge of Test.

The trial of the patent beamless trawl, previously referred to in the TIMES, was made in Ipswich Bay Monday afternoon by the gasoline launch Lydia F., Capt. Samuel C. Young.

The trial was in charge of Capt. Rippon, of England, the inventor, and Capt. Solomon Jacobs of this city, and the result was considered very satisfactory. A small trawl, with a 20-foot opening, was used for the trial and worked well. The experiment was made in from 10 to 12 fathoms of water and a variety of fish taken.

The trial was quite thorough and the trawl worked finely. The amount of fish taken was not large, as this is not a good fish ground, but as the trip was to test the working of the trawl rather than for a big catch, the operators were not disappointed. Capt. Jacobs speaks very highly of the invention and is thinking of trying a regular, large-sized one in the fisheries next season.

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FIRST FARE OF FROZEN HERRING

Sch. Golden-Rod Arrived from Bay of Islands.

FIRST TO ARRIVE LAST YEAR.

Sch. Jennie B. Hodgdon, with Salt Herring, Had Stormy Passage.

Sch. Golden-Rod, Capt. Dominick Arsenault, arrived here this afternoon from Bay of Islands, with a full cargo of frozen herring, the first frozen herring cargo to arrive here from Newfoundland this season. The cargo was artificially frozen by the pan process.

Last year the same vessel gained the distinction of returning first with a frozen herring fare, reaching here on December 8.

In speaking of the trip to a TIMES representative, Capt. Arsenault said that the vessel left Bay of Islands a week ago yesterday and had a fine passage up to last Saturday night. At that time the craft was within 50 miles of Thacher's island, when the northeast gale and snow storm burst on them in all its fury. So bad did it come that it was dangerous to continue running on the land, and Capt. Arsenault was obliged to haul to and then lay the craft to for 12 hours.

The vessel had a hard time of it and burst her foresail as well as breaking her foregaff, then she had to lay to under a reefed riding sail and piece of the jumbo until it moderated before she could make sail for port.

Capt. Arsenault says that the gale was extremely heavy and that the vessel really had a hard time.

Sch. Golden-Rod, which has brought home more first cargoes of frozen herring than any other vessel, has this time the largest load she ever carried, fully 300,000 pounds of frozen herring and a deckload of 150 barrels of salt herring.

Sch. Jennie B. Hodgdon, Capt. Benj. McGray, arrived this noon from Bay of Islands, N. F., with a full cargo of salt herring. Capt. McGray reports a hard stormy passage home with head winds about all the time.

On Saturday at midnight the Hodgdon was within 20 miles of Thacher's island, when the northeast gale caught her in all its fury, accompanied by a blinding fall of snow. So bad was it that Capt. McGray found it impossible to make port and was obliged to haul his craft off shore. The storm continued Sunday, and as soon as there was a living show the Hodgdon was headed again for port and arrived here this noon without accident.

STORM WAS SEVERE.

Number of Fishing Vessels Ashore on Cape Breton Coast.

A despatch from Halifax yesterday reports great havoc having been wrought by the storm of Sunday of last week. At North Sydney, schs. Samoset, Edith Emery, Fanny S. Orne and Maggie A. are ashore. Many fishing boats were dashed to pieces on the beach. At Ingonish, C. B., the storm caused great damage, washing away all the fishing stages, nets, etc., and sinking 29 large boats which were riding at anchor.

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HAD GALE HEAVY.

Sch. Corsair Lost Part of Salt Herring Deckload.

Was Twenty Miles from Thachers When Storm Burst.

Sch. Corsair, Capt. George G. Hamor, arrived here last evening from Bay of Islands, N. F., with a cargo of salt herring.

The Corsair left for home a week ago last Monday and had good weather until last Saturday night when within 20 miles off Thachers island she encountered a very heavy gale which forced her to be hove to and drove her 70 miles to sea before she could again make sail for port.

The gale was a very severe one and was accompanied by blinding snow and an exceptionally heavy sea. Capt. Hamor says the wind for a time was about the strongest he ever encountered. The glass was on 29 and all the conditions reminded him of the night the Portland was lost.

The gale came on quickly and at 3 o'clock Sunday morning was blowing with terrific violence. The Corsair was then within 20 miles of Thacher's island, but it was impossible to run on the land any closer, so Capt. Hamor hauled his craft off and hove to.

The sea rose to terrific height and constantly washed the deck of the craft. One giant comber struck on the quarter, and in a twinkling 56 barrels of herring which were lashed between the house and hatch were in the air and carried over the side.

Beyond this the craft met with no accident, but it was 20 hours before the gale abated so that she could be once more headed for port.

An examination of the gripes by which the barrels of herring had been lashed, showed how powerful had been the force of the sea, for some of the bolts had been drawn through the deck and beams, while others had been broken off and in some cases the rings had pulled out of the eyes of the bolts.

VESSELS FREEZING HERRING.

Plenty of Frost at Bay of Islands Yesterday.

Herring, However, Still Continue To Be Quite Scarce.

A despatch from Bay of Islands, N. F., states that there was plenty of frost there yesterday and that herring are still scarce.

As frost has struck, the vessels have probably begun to put the herring on scaffolds and the chances are that not many will be salted from now on.

SAD NEWS AWAITING.

Capt. Nels Lawson Learns of Fatal Burning of Daughter.

Sch. Ella G. King, Capt. Nels Lawson, arrived at Boothbay Harbor yesterday with 3000 pounds cod and 10,000 pounds halibut. It was a sad occasion for the skipper, as he was informed of the fatal burning of his little daughter Dorothy, which happened a short time ago at his home on Friend street in this city. Capt. Lawson immediately came to his family in this city.